

Town of Harpswell

Coastal Waters Management Plan

**Submitted by the
Harpswell Harbor & Waterfront Committee**

March 01, 2011

Final Draft
To be posted by March 15, 2011

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Section 1 - Introduction

The Town of Harpswell has been shaped by its coastal waters. The 216 miles of coastline creates beautiful harbors, distinctive peninsulas, islands, coves and salt marshes. Over time, the waterfront has influenced development patterns, the economy and even quality of life.

Many of Harpswell's waterfront resources have a fixed capacity. Numbers of participants and intensity of demands placed on these fixed harbor resources is growing. It is not uncommon to see different uses such as commercial fishing boats, pleasure craft, sea kayakers, tour boats, aqua culturists, tour boats, shore side developments, fish, shellfish, and marine mammals all trying to use the same harbors. The complexity of the Harpswell waterfronts requires the need for the Harbormaster to coordinate efforts with local boards and committees with management responsibilities. Harbor management is increasingly a joint effort of a policy-making, harbor management committees and a harbormaster with enforcement responsibilities.

In recognition of the exceptional asset provided by the coastal waters and the challenges in managing this vast resource, the Town undertook this planning process to provide a vehicle for consistent discussion and coordination among the different municipal groups to ensure that the common goals are being realized. **Specifically, this Coastal Waters Management Plan (CWMP) was created as a guide to help the Harbor Master and Harbor and Waterfront Committee (H&WC) in developing a plan of action for their work.**

Goals

To help meet the intended purpose of this report, it was important to solicit input from various harbor users and the public. This was done in two ways. First, through H&WC meetings committee members were asked to work on inventory sections and to begin developing a more detailed understanding of the characteristics and uses of the harbors and coastlines. Second, the Town hosted public meetings and town wide harbor issues were discussed and issues and goals were developed and reviewed.

The result of this planning process is a set of overall objectives for the Town (via the Harbor Master and H&WC) to pursue over the next 5 to 10 years. Below is a summary of the overall objectives that will be worked on in implementing this plan.

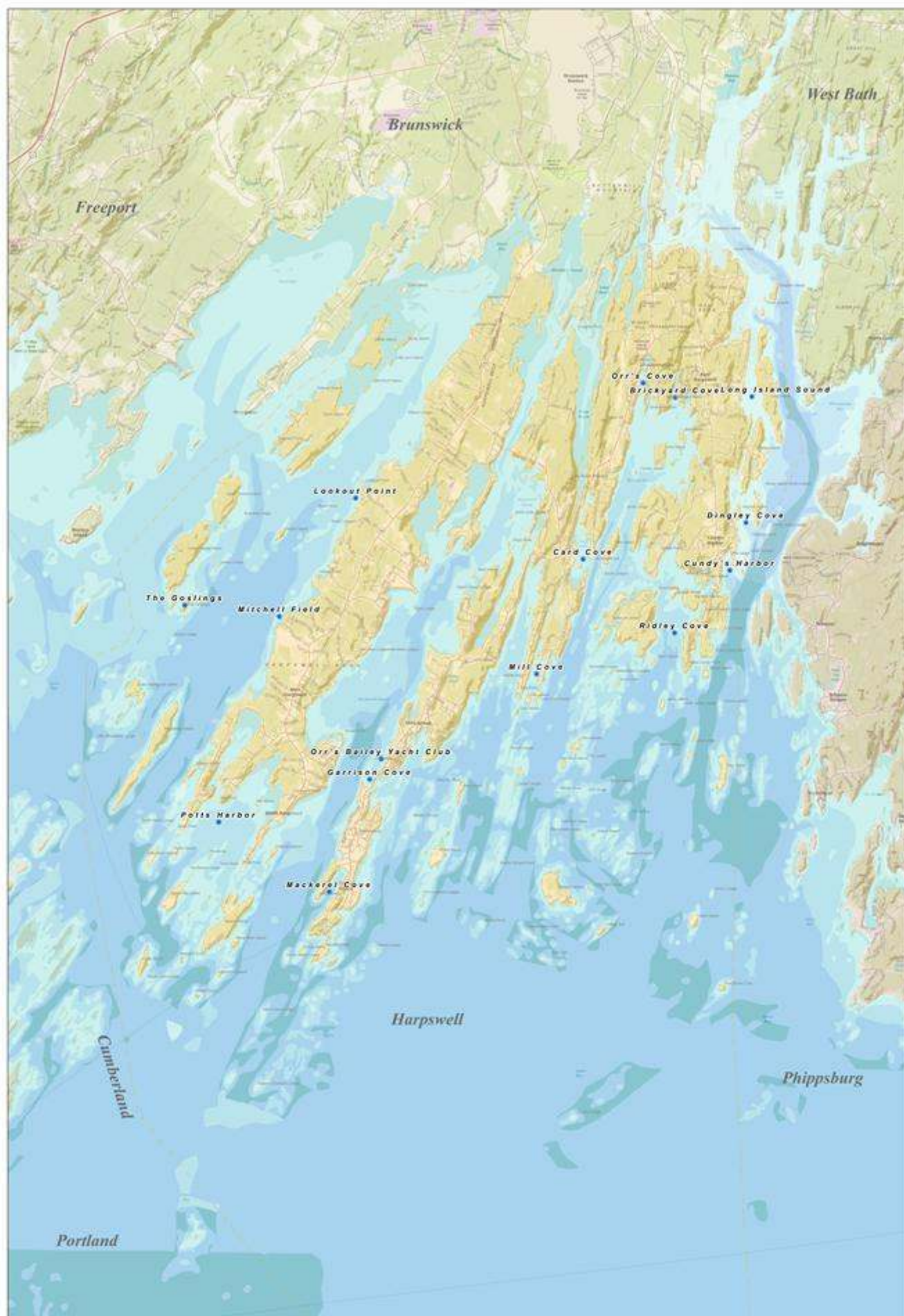
Overall the objectives of the CWMP are to:

- Continually examine issues related to mooring management including the safe, equitable and efficient distribution of private and commercial moorings. To review minimum mooring standards to ensure that public health and safety are the primary interests, and continually review the means for the fair and efficient collection and distribution of all fees relating to moorings.

- Provide a vehicle for consistent discussion and coordination among the different committees responsible for waterfront resources - including the Town Land Committee, Conservation Commission, Planning Board, Marine Resources Committee, Board of Selectmen, Harbormaster, and local enforcement officials from Harpswell.
- Enhance the quality, maintenance and management of public access locations in Town and identify appropriate new areas for coastal access.
- Take appropriate measures to prevent encroachment on, or the impairment of the local commercial fisheries and their resources.
- Identify and provide opportunities for marine related and water dependent industries.
- Identify the characteristics of the coastal waters to better understand existing uses such as conservation, habitat, commercial fishing, recreational boating, shell-fishing, and public access so that better land use planning can be implemented in these areas.
- Recognize the importance of storm preparedness/hazard mitigation plan for all coastal resource and water body uses that will allow Harpswell to effectively, efficiently and safely respond to storm events.
- To assist the H&WC with its role in safeguarding and improving the water quality of the harbors and coastal waters to ensure their continued use for safe recreational and commercial fishing activities.
- Gain the proper balance between the diversity and intensity of activities within the coastal waters.

This document starts by identifying and inventorying many of the Town's coastal resources. Next, it identifies some of the existing and potential issues associated with managing the coastal waters. It outlines a set of goals for the H&WC and proposes an implementation approach which includes timeframes for achieving the goals outlined in the plan.

(Harbor Plan Base Map displayed on next page)



SECTION 2

RESOURCE INVENTORY

Section 2 – Resource Inventory

Physical Setting (add Map)

The Town of Harpswell is situated on Casco Bay in the Gulf of Maine. Due to its unique peninsulas and islands it is surrounded by water on almost all sides. As a result, the Town can boast about 216 miles of coast, the most of any other town in Maine. There are four main bays (Middle Bay, Harpswell Sound, Quahog Bay, and New Meadows River) and several coves and harbors.

Moorings (add Map)

During the (2010) boating season the Town had over 2400 moorings located throughout the Town's coastal waters. These moorings are a mixture of commercial and recreational boats. Moorings are renewed each year by May 1. Mooring fees are set by Board of Selectmen. In 2010 the fees ranged from \$18.00 for residential users to \$90.00 for non-residential users. The attached map shows the moorings throughout town.

Marinas/Boat Yards

There are a number of private marinas and boat yards throughout Town. They include the Dolphin Marina, Great Island Boat Yard, Webber Boat Yard and Finest Kind Boat Yard. The yacht clubs in Town include the Orr's-Bailey Island Yacht Club and the High Head Yacht Club.

Commercial Fishing

Commercial fishing has historically been, and continues to be, a key source of local employment. According to the 1998 Commercial Fishing Study and the 2005 comprehensive Plan, commercial fishing made up between 50 and 60 percent of local jobs (both full and part-time). Harvested species include (but are not limited to) lobsters, soft shell clams, shrimp, ground fish and mussels. In 1998 it was estimated that a value of between \$12 and \$14 million dollars could be attributed to Harpswell fishermen. This represented about 24% of the overall landed value in Cumberland County. Updated statistics have not been examined since the 1998 fishing study. According to a public access study by the Island Institute there are over 27 private commercial fishing piers throughout town.

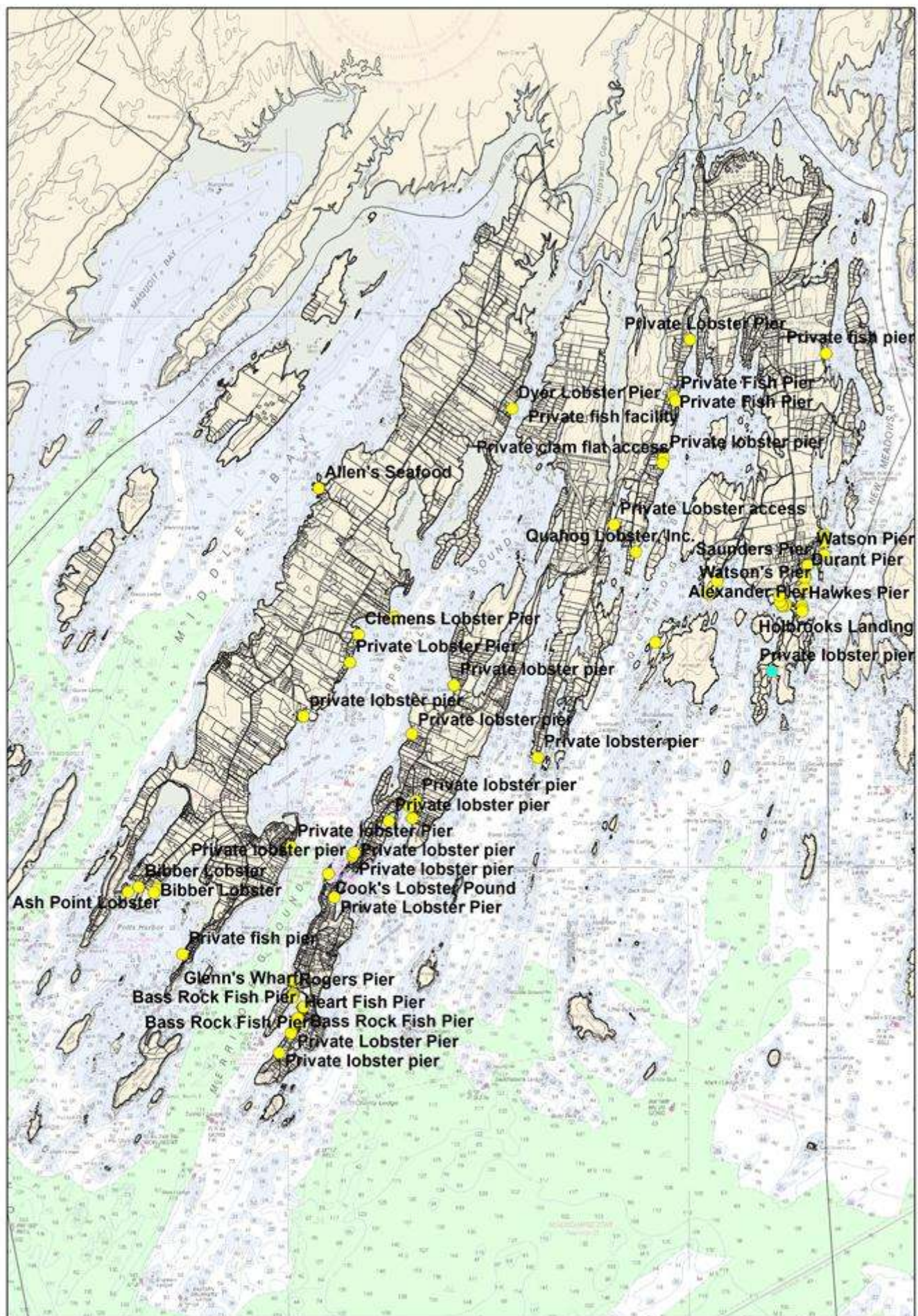
Access Points

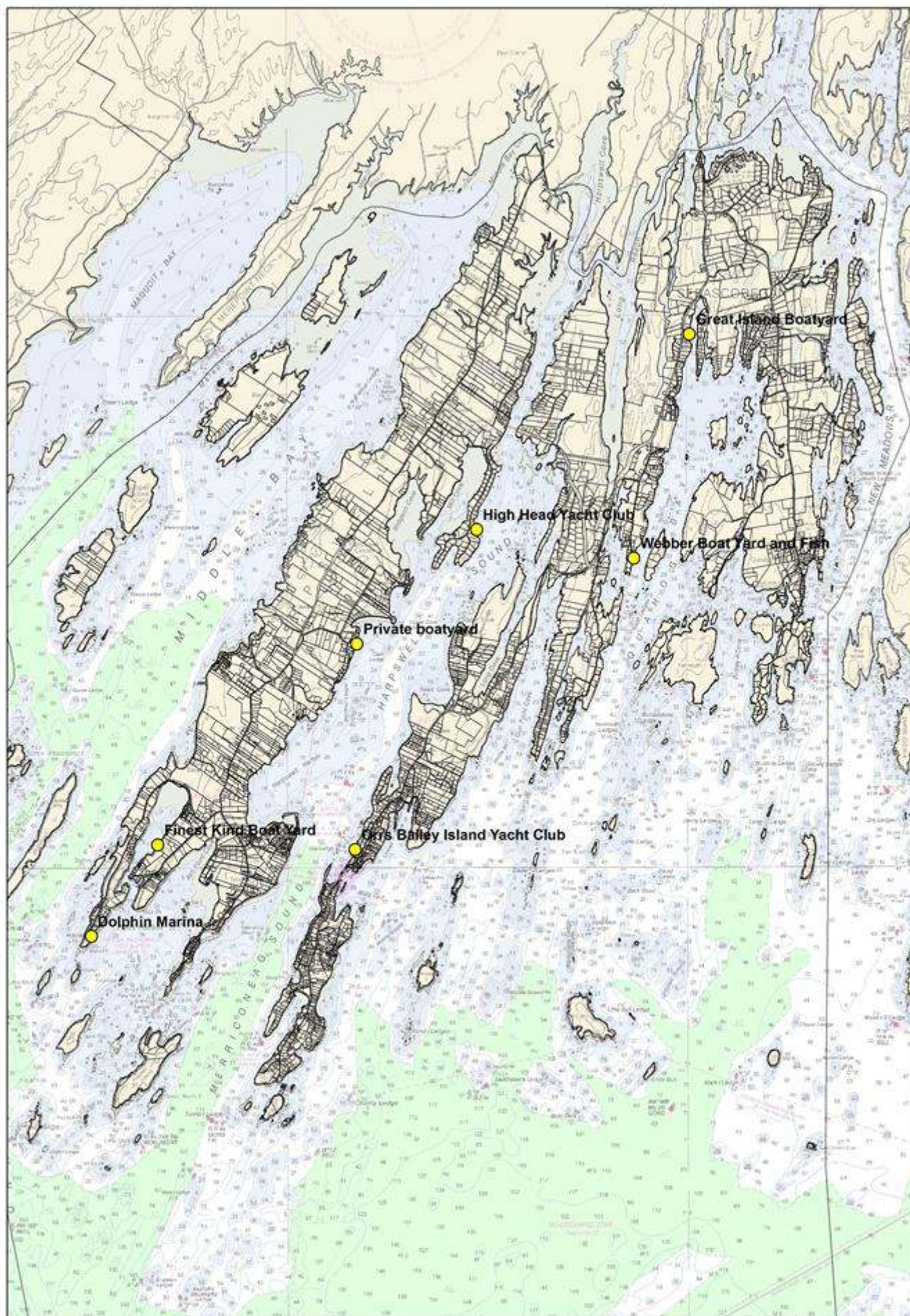
As can be expected, the Town of Harpswell has a number of locations that allow people to access the coastal waters. According to a recent study by the Island Institute, the Town has approximately 135 points of access throughout town. At least 43 of those

have public access privileges. The study noted 75 private commercial fishing access points. There are 7 sites that provide boat launches and 1 town pier (Potts Harbor). There are 21 public ROW's throughout town. These sites offer access to important clam flats and beach areas among other things. However, many of them are in various stages of usability.

(Boat yards & Marina, and Private Comm Fish Piers Maps);

(Maps displayed on next two pages)





Harbor Areas

The following pages provide a brief summary of fourteen (14) harbor areas that were originally identified at the beginning of the planning process. The description of these areas is in many ways incomplete and is intended to provide a brief summary. A more completed inventory can be developed over time to include new data on the Town's other marine resources and activities.

Mackerel Cove - Bailey Island

Mackerel Cove is one of the Town's best known harbors. Its picturesque setting makes it popular for tourists and its good shelter and access to Casco Bay make it popular for boaters. Mackerel Cove is a designated "town harbor" and a US Coast Guard designated anchorage area.

The harbor home to a large commercial fishing fleet and is congested with additional recreational boats in the summer months with a total of 132 moorings in Mackerel Cove. These moorings are accessed from the beach for public access and private properties along the shore.

Shoreside the harbor is fully developed with a mix of residential and commercial uses. Glenn's Wharf and Bailey Island Lobster Company both sell fuel and purchase catch from commercial fishermen. A portion of the beach and associated property at the head of Mackerel Cove is owned by the Town. This area is available for public access, parking, a boat launch and boat/gear storage. The Harpswell Heritage Land Trust owns a large parcel adjacent to the Town property which is also available for public use. There are eight (8) residential docks and six (6) commercial piers in the harbor.

Garrison Cove - Bailey Island

The Garrison Cove extends between Bailey Island and Orr's Island. It is framed by the Crib Stone Bridge on one side and extends past the Orr's Bailey Yacht Club.

The uses on the Bailey Island portion of Garrison Cove are principally commercial fishing with a mooring field of 30 moorings. The Town has a small public beach and a boat launch at the head of the cove. Cooks Lobster House restaurant and lobster pound is also located in this area. During the summer season Casco Bay Lines operates a passenger boat that runs from Portland to Cooks twice a daily, and there are several charter sailing, fishing, and sightseeing boats operate.

The Orr's Island side of the harbor is recreational in nature. Land side access can be found at Prince's Wharf, Orr's/Bailey Yacht Club, or private properties along the shore. There is a boat launch at the north end of the Crib Stone Bridge, a small café and a kayak rental business and a Town landing off Merritt House Road. Mooring space is congested with approximately 110 moorings in this area.

Potts Harbor - South Harpswell

The Potts Harbor Area encompasses a large portion of South Harpswell, Ash Point, Basin Point and several islands. Due to its size, moorings in Potts Harbor tend to be concentrated in clusters associated with developed areas and suitable access points. There are three US Coast Guard designated anchorages in Potts Harbor.

There are numerous access points throughout Potts Harbor. The Town's only public pier is located on Potts Point. This site (including a nearby boat launch) is heavily used by the public for swimming, recreational fishing, recreational boating and commercial fishing. The mooring field associated with the Potts Point Town Pier has 38 moorings and is near capacity. Parking is also extremely limited. Further down the road on Potts Point there is a lobster pound and mooring field of approximately 21 mixed use moorings. Estes Restaurant is just north of the Town Pier.

Other Town properties are located at Ash Point, Basin Point, Stover's Point, Interval Road, and Graveyard Point. Dick's Lobster, Reversing Falls Lobster, Ash Cove Lobster and Estes also offer points of access for recreational boating and commercial fishing. The Dolphin Marina on Ash Point provides access to the shore, moorings, food, fuel, and boat services.

Lookout Point - Harpswell Neck

Located at the end of Lookout Point Road, this harbor area offers public access opportunities, parking and access to nearby islands. The area is also home to commercial fishing boats operating out of the adjacent Allen's Seafood Wharf and an Inn for lodging.

Mitchell Field – Harpswell Neck

Mitchell Field is the former Navy Fuel Depot site. It is currently owned by the Town and offers a public beach area and potential for recreational boating, marine related businesses, a new mooring field and a boat launch with deep water access. The Town is in the process of developing more detailed reuse plans for the site.

The Goslings – Middle Bay

The Goslings are two popular islands off Harpswell Neck. The harbor area near the Goslings is dominated by recreational boating. There are 32 private moorings and a US Coast Guard designated anchorage area in this location. LL Bean often uses this site for its coastal kayaking tours.

Mill Cove (Gunpoint) - Great Island

Gun Point/Mill Cove is a long and narrow harbor area dominated by residential moorings. The cove is congested with 41 moorings. These boats are primarily accessed from private sites.

Card Cove & Long Point Sound - Great Island

Card Cove and Long Point Sound mixes recreational boating with commercial fishing.

There are several private commercial fishing wharfs in this harbor area including Webber Boat Yard, Quahog Lobster and Waddle's. Bowdoin College sailing also has an access point in this harbor.

Orr's Cove - Great Island

Orr's Cove is a narrow harbor located on Great Island. The Harbor area is dominated by recreational boaters. There is one commercial fishing dock and a boat yard (Great Island Boatyard) located in Orr's Cove. The Boat Yard offers boat repair, a boat launch, and a pump-out station for boats to empty their holding tanks. The shoreline is mostly made up of residential properties. There are 84 moorings in the Cove which are arranged to provide a clear channel for safe passage to the center of the cove.

Brickyard, Rich and Mill Coves – Quahog Bay

These coves are primarily zoned for residential uses. In Brickyard Cove the moorings mix commercial and recreational boats. In Rich and Mill Coves, the moorings are residential. There are approximately 75 moorings and access is from private properties along the shore. The local charts for the area shows that they can get very shallow and turn to mud flats toward the inlets from shore. Snows Island and Ben Island are to the south and appear to offer protection to these coves.

Ridley Cove – Quahog Bay

Ridley Cove encompasses the southeast portion of Quahog Bay. It includes portions of Bethel Point and Yarmouth Island. Hen Cove is in the northern section of the cove, Leavett and Oakhurst Islands in the east and West Cundy's Point at the southeast point on the cove. Oakhurst Island boasts two commercial fishing wharfs and a marina.

Cundy's Harbor

Cundy's Harbor is home to one of Maine's oldest commercial fishing villages. During summer months the harbor also has several recreational boaters. Shoreside the harbor is fully developed with a mix of commercial fishing docks, gift shops, stores, restaurants and a library. The mooring field is near full capacity with 85 moorings. These moorings are mixed use but are mainly use for commercial vessels. The harbor also provides lodging and marine services.

Dingley Cove – New Meadows River

Dingley Cove is located just up the River from Cundy's Harbor between the main land and Sheep Island. The Cove has a mix of commercial and recreational uses. The south end is dominated by commercial fishing boats and floats, while the north end has predominately residential/recreational uses. Dingley Island itself is home to a commercial float and pier contractor.

Long Island Sound – New Meadows River

Long Island Sound is located between the Cundy's Harbor main land and Long Island on the New Meadows River. The harbor is primarily used by recreational boaters associated with on shore residential development. There are commercial fishing activities in the area including Moody's Sea Food Wharf and the mainland store. The main mooring field is where the Sound empties out at low tide.

SECTION 3

WATERS CLASSIFICATION

Section 3 – Waters Classification

One of the major challenges faced by the waterfront community is simply the length of the coastline. At 216 miles, Harpswell's coastline offers several harbors and coves, multiple access points, and abundant habitat for shellfish and shore birds. Often these resources are in demand by conflicting users. Residential development, for example, can disrupt important shell fishing habitat that supports local commercial fishermen.

An outcome of this planning process was to create a simple classification system for the entire coast of Harpswell. The goal of this system is to offer a common understanding of: 1) the character of the shore land; 2) land uses; and 3) activities within the water. This in turn will assist in future planning activities such as mooring management, public access management, and general harbor development. In the future it may also be a consideration in land use regulatory decisions.

WATERS CLASSIFICATIONS

Type 1 Waters – Low Intensity Use Areas

Type 1 Waters or Low Intensity Use Areas have a high scenic value and often only low intensity residential development. The waters in these areas support fish and wildlife habitat which is valuable to commercial fishing activities, recreation and environmental quality. Shallow waters, mud flats, exposed shoreline, or undeveloped shorelines are common. Land Use Zoning is typically Resource Protection or residential. Possible uses include seasonal moorings associated with individual waterfront properties, transient anchorage areas, docks/piers associated with residential uses, high value shell fishing areas, and recreational uses.

Type 2 Waters – Multi-purpose Waters

Type 2 Waters are the most common throughout town. These areas support a variety of commercial and recreational activities. They are important areas for marine resources, lobster fishing and aquaculture. Land uses adjacent to these waters can vary, but are generally residential in nature with some home based businesses related to waterfront activities. Common uses include small independent commercial fishing operations, recreational boating, sport fishing, small mooring areas, aquaculture areas, and residential docks/piers.

Type 3 Waters – High Intensity Boating

High Intensity Boating areas are characterized by dense concentrations of boating activity. Mooring fields are large, often considered at capacity, and associated with heavily used points of access (either private or public). The dominant type of boating

activity (commercial or recreational) depends largely on the adjacent land use and use at the access point. Land uses might include marinas, commercial fishing wholesalers, boat yards, town landings, and water dependent businesses.

Type 4 Waters – Commercial and Recreational Harbors

There are four (4) Commercial and Recreational Harbors in Harpswell. These harbors support the maximum variety of uses within a confined geographic area. Most of the harbors developed around the Town's Historic fishing villages. Within these harbor waters, moorings and the mooring fields are congested and include commercial fishing vessels and recreational boats. Landside these harbors can be considered mixed use with residential homes, commercial fishing businesses, and other uses co-existing and sharing the limited space. The visual quality of these harbors is important and tourism is supported in these areas.

(Waters Classification Map for quick ref.)

(Will be displayed in Final Draft)

SECTION 4

ISSUE IDENTIFICATION

Section 4 – Issue Identification

This section builds on the inventory section by identifying many of the major issues affecting the Town's harbors and waterfront areas.

Issue 1- Public Access:

The importance of maintaining and enhancing options for public access to the coastal waters around Harpswell was a consistent theme throughout the planning project. The Town is blessed with having multiple public access points spread throughout Town. Some are heavily used by the public at large, while many others are used by only locals who know where they are. Despite who uses the site and how often they are used, maintenance and planning for future needs is a yearly challenge.

Based on the information gathered and discussions throughout the project, the following strategies are recommended to help the Town improve the use of public access points:

- *Develop Public Access Inventory*
As discussed earlier in this report, the Town has over 40 sites with public access privileges. The majority of these sites are rights of ways that offer access to a beach or boat launch. According to the Harbor and Waterfront Ordinance, the Harbor Master (and H&C Committee) has the responsibility of managing Town Landings. In addition, the Town Lands Committee was established with the mission of being stewards of the Town owned lands. One strategy is for the Harbor and Waterfront Committee and Town Lands Committee to work together in the development of a working inventory of the Town owned public access points. The purpose of this inventory would be twofold – first, to describe the existing condition and uses of each site; and second, to identify maintenance needs and opportunities for expansion. The inventory could be enhanced by linking it to the Town's GIS databases and adding pictures, plans and existing surveys where available. This inventory would be the basis of future budgeting and capital improvement planning.
- *Resolve Title Issues at Key Public Access Points*
For some public access points there are issues around right, title and interest that are affecting the use and future development options at these sites. It will be important for the town to address these title issues at key public sites so that use can be maintained and any improvements (such as parking) can be

implemented based on recommendations from the inventory report outlined above.

- *Improve Budgeting for Public Access Projects*

On a yearly basis there are a number of projects that could help improve the usability of public access points. These projects include road maintenance, drainage improvements, signage, and general site cleanup. The Harbor Committee and Town Lands Committee should work together to develop a list of projects on a yearly basis that should be included in the annual Town budget.

In addition to general maintenance, there are sites in need of substantial improvements. These projects could range from new structures, added parking and even possible acquisition of land should the opportunity present itself. In these situations the Harbor and Waterfront Committee and the Town Lands Committee should develop a priority list for possible projects and begin to incorporate these projects into the Town's Capital Improvement Planning process. This will help balance out the priorities.

- *Evaluate Opportunities for New Public Access Points*

Harpswell has seen the use of its only municipally owned pier increase dramatically over time. While recent improvements to the pier itself have helped improve safety and usability, the increased in demand has continued to exacerbate the limitations of the site (parking, mooring availability, etc.). This leads to the question of whether a new facility (or facilities) needs to be developed somewhere else in Town. One step in being able to capitalize on any an opportunity is to develop a reasonable list of viable alternative sites that could be considered for a new Town pier (or piers). The Harbor and Waterfront Committee could work on developing overall criteria for the preferred site and then using the existing GIS data available for a short list of potential sites could be created.

Issue 2 - Mooring Management:

As noted earlier in this report, the Town had over 2500 registered moorings. There were 2534 moorings registered for 2010. The sheer number of moorings makes for a significant mooring management task. Each year the Town needs to send out renewals, enter application data, collect fees and monitor mooring stickers and locations. In addition, the Harbor Master needs to review wait lists, allocate spaces for new moorings, and determine if a mooring area should be closed.

Regardless of the number of moorings, this is one of the areas where local control has the most impact. For the most part, the Town is responsible for the use and allocation of moorings. Below are strategies to help improve the overall mooring management:

- *Improve Mooring Inventory*

The Town started locating moorings and piers using GPS several years ago. This has been a great benefit and allowed for the development of GIS based maps to show the location of moorings throughout town. Mooring maps have been helpful in determining waters classification, identifying the main harbor areas, and other aspects of the plan. This initiative should continue with new moorings while at the same time the data could be improved by refining the information that is added to the database. Information that is typically found on the mooring application (boat name, owner, size of boat, etc) can be added to the GPS/GIS system. New data will allow the maps to become more diverse. For example maps showing concentrations of boats by use or size could be created.

- *Closed Mooring Fields*

There are several areas throughout Town where the Harbor Master has determined that the mooring fields are full and therefore have been closed to any new moorings. There are also other areas where capacity is close to being maximized. The Harbor Master and Harbor and Waterfront Committee can help plan for and address these by examining the closed mooring areas to see if any realignment would help increase capacity. Also the committee could start mapping areas near capacity. Then develop a set of criteria which would help the Harbormaster in making determinations on when to close an area.

- *Evaluate Mooring Fees*

Based on a comparison of other communities it appears that Harpswell has relatively low fees (see chart below). Mooring fees can be used to help pay for improvements to public access points, for maintenance and for other harbor management functions. The Town should examine the goals for mooring fees and determine whether setting higher fees might be useful.

Category	Freeport	Falmouth	Mount Desert	Harpswell
Residential	\$90/\$105	\$50	\$50	\$18
Non-Residential	\$385	\$250	\$100	\$90

Issue 3 - Management and Use of Type 4 Harbors:

The Town originally identified 14 harbor areas in the initial phase of the planning process. After an in depth look at the characteristics of the waters throughout Town (see waters classification section) it became apparent that there are four core harbor areas – Mackerel Cove, Cundy’s Harbor, Garrison Cove, and Potts Harbor. These harbors support many different users from commercial fishermen to tourists, residents and recreational boaters. Landside these harbors can be considered mixed use with residential homes, commercial fishing businesses, and other uses co-existing and sharing the limited space. In the water, the mooring areas appear to have developed organically over time which is both a positive and negative attribute. The visual quality

of these harbors is important and tourism is supported in these areas. The goal for these harbors is to continue to maintain the balance among the diverse activities that make them both unique and locally important.

Below are strategies for the Type 4 Harbor areas:

- *Develop a Harbor Management Plan for each Type 4 Harbor*
A harbor management plan specific to each of the four Type 4 harbor areas can add more specific management goals that the town can work toward. A more detailed plan providing a layout of a preferred mooring field with designated channel areas and anchorages. This would help to balance uses and possibly create more capacity within the harbor. The plan could also look more closely at land uses to see whether different land use standards need to be created to help maintain the existing uses. In addition, a plan could also look at available resources to determine what the needs are for the existing services or possible areas of expansion of public facilities. In 2004 the Town had a plan for Cundy's Harbor
- *Storm Preparedness and Risk Assessment*
During a storm event wind, wave action, flooding and other events can cause damage to both shore side and in water activities. For example, boats or floats can come off moorings or roads and parking areas can be flooded. These events often cause damage and in many cases can be prevented. Due to the intensity of use and mixture of users within the Type 4 Harbors it is recommended that sometime be spent in storm preparedness and risk assessment. This planning process would build off the specific harbor plans discussed above. Harbor inventory data collected through this process could be re-evaluated so that the effect of a specific threat (flood, wind, storm surge, etc.) on a particular use would be identified. The overall outcome of this process is to help the Town prepare for the effects of a major storm event and also to plan for ways to eliminate potential risks.

Example Chart for Storm Preparedness

Mackerel Cove			
Threat	Location	Effect	Result
Wind	Moored Boats	windage	Dragging moorings; broken pennant; damage to adjacent boats, piers, docks
	Commercial Docks	Wind Blown Debris	Structural Damage from debris, personal injury

Issue 4 - Water Related Education

Protecting the Town's coastal heritage is a fundamental value held by the residence of Harpswell. This appreciation comes from families whose history is linked to traditional waterfront activities such as commercial fishing and boatbuilding. It also comes from those newer residents who have come to town because of their love of the coastal environment, community and quality of life. Recognizing this, several efforts have already begun to help communicate this. The Working Waterfront brochure and Save Our Bay pledge campaign are just a few. Through the course of this study a few additional water related education recommendations were developed.

- *Boater Safety Education*
The Town could organize annual boater safety training courses. These courses could be coordinated with the Coast Guard.
- *Support School Programs*
For this task the Harbor and Waterfront Committee should meet with teachers at the local school to discuss the existing programs to support marine education. The Committee could offer to help support or enhance these programs so that there are more opportunities for local kids to learn about the unique area they live in.
- *Water Quality Education*
The Town's Conservation Commission has taken a leading role in promoting the importance of water quality in Town. The Harbor and Waterfront Committee should meet with members of the Commission to discuss ways these efforts can be supported.

Issue 5 - Recreational Boating

The recreational marine economy is one of the most important economic assets in Town. With 216 miles of coastline, multiple islands, numerous points of access, and a wealth of marine life this is no surprise. The question remains as to what the economic impact of recreational boating is. Understanding this will help with future planning and budgeting initiatives when discussing the need for additional publically supported points of access, boat pump outs, or other initiatives. Below are strategies for recreational boating:

- *Prepare an Economic Impact Study for Recreational Boating*
The town has never really studied this industry and its impacts on the Town. There are impacts directly related to the recreational boating economy – mooring registrations, marina fees, etc. – and indirect impacts – provisions, restaurants, inns, etc. Part of the study could identify what resources would be needed to support this industry (on the water/waterfront side) – boat pump-outs, more access, etc.
- *Identify the conflict areas between commercial fishing and recreational boating*

This conflict is an intrinsic issue and not easily resolved. The Harbor and Waterfront committee can start by identifying those areas where it is an existing issue and then start to discuss possible solutions.

Issue 6 - Boat Building

Boat building continues to be a viable industry in Town. Below are strategies for boat building:

???

- *Prepare **an Economic Impact Study for Recreational Boating***
As part of the **Recreational Boating study** mentioned above the Town could also look at the economic impact of boat building.
- *Identify the resource needs for boat building*
The Harbor and Waterfront Committee can identify the resource needs of the boat building industry. This would include land area needs, access, and transportation needs. This process could also identify the areas of conflict between boat building and adjacent land uses.

Issue 7 - Commercial Fishing

The importance of commercial fishing (which can include lobstering, clam and mussel harvesting, aquaculture and fin fishing) to the local economy was discussed earlier in this report. It has been and continues to be an important source of local jobs and economic opportunity. Below are strategies for commercial fishing:

- *New Fishing Industry Study*
Updated statistics on the value of the catch, harvest amounts, and number of people involved in the industry have not been examined since the 1998 fishing study. The Town study would be an update to the 1998 Fishing Industry Study.
- *Identify High Value Shell Fishing Areas*
The Harbor and Waterfront Committee should work with the Marine Resources committee to identify and map the important shell fish areas and access points. As part of the process the committee members should discuss threats and opportunities for protecting these areas.
- *Review Local Aquaculture Regulations*
Aquaculture is a growing business in Casco Bay and other areas throughout the Gulf of Maine. Harpswell itself has aquaculture leases in the New Meadows River, Ewing Narrows, Potts Harbor, and Middle Bay. The impacts and benefits to the local economy may be important. The Harbor and Waterfront Committee should look at the existing regulations for aquaculture and try to identify any areas where conflicts with other commercial fishing may occur. This will help the

Harbor Master in offering opinions to the State regulatory agencies in the lease review process.

Issue 8 - Water Quality

Water quality is important for the health and sustainability of the Town's coastal resources. The Conservation Commission has taken a leading role in advocating for better water quality through education and outreach efforts. The Harbor and Waterfront committee should work closely with the Conservation Commission and other committees to coordinate efforts. This might include identifying where new will pump-out facilities are needed or identifying needs for boat wash down treatment areas.

Issue 9 – Ordinance Updates

Each year the Harbor committee can review the Harbor and Waterfront Ordinance to make sure it is applicable and up to date with regard to the needs of the community. Additionally, the H&WC can work with other committees including the Planning Board on land use ordinance updates that help to strengthen protections for traditional commercial fishing activities and water quality.

SECTION 5

GOALS AND PRIORITIES

Section 5 – Goals and Priorities

(Insert Matrix)

APPENDIX SECTION 6

Appendix 1 – Maps

Mooring maps
Waters classification map
Natural resources map
Access maps (private and public)

Appendix 2: Resource List

Below is a list of resources that the H&WC and Harbor Master can use to help with future data gathering and with implementation of the matrix.

- Maine Department of Environmental Protection - www.maine.gov/dep/
- Maine Department of Marine Resources - www.maine.gov/dmr/
- Maine Department of Inland Fisheries and Wildlife - www.maine.gov/ifw/
- Maine Department of Transportation - www.maine.gov/mdot/
- Maine Coastal Program - www.maine.gov/spo/coastal/
- United State Coast Guard - www.uscg.mil/
- US Army Corps of Engineers - www.usace.army.mil/
- Maine Harbormasters Association - www.maineharbormasters.org/
- The University of Maine Cooperative Extension - <http://extension.umaine.edu/>
- Maine Natural Areas Program - www.maine.gov/doc/nrimc/mnap/
- Friends of Casco Bay - www.friendsofcascobay.org
- Casco Bay Estuary Project - www.cascobay.usm.maine.edu/
- Island Institute - www.islandinstitute.org
- New Meadows River Watershed Project - newmeadowspartnership.org
- Fishing Families of Harpswell - www.fffh.org
- Holbrook's Wharf Foundation - www.holbrookcommunityfoundation.org

Appendix 3 - Islands

There are 111 exposed ledges and islands in Harpswell waters:
(also known as)

	George Island
	Grass Ledge
	Great Island - (Great Sebascodegan Island)
	Great Mark Island
Bailey Island - (Newwaggin; The Twins; Willi's Island)	Haddock Rock
Ballstone Ledge	Gull Island
	Ham Island - (Hamloaf Island)
	Pinkham Island
Bar Island	Hammon Island - (The Three Islands)
	Plum Island
	Pole Island
Barnes Island	Haskell Island - (Damariscove Pond Island)
Bass Island	Ragged Island
Ben Island	Ida Island
Berry Island	Hen Island
Big Hen Island	Raspberry Island
Birch Island	Hopkins Island
Black Rock	Rat Island
Blacksnake Ledge	Horse Island
Bombazine Island	Rogue Island
Bragdon Island	Irony Island
Bush Island	Scrag Island
Cedar Island	Jaquish Island
Cedar Ledge	Sheep Island
Center Island	Jaquish Ledge
Cleveland Island	Shelden Island
Crow Island	Ida (Willard)
Dingley Island	John & George Islands
Dog Fish Island	Shapard Island
	Lodvitt Island
Dog Head	Snow Island
Doll's Island	Little Birch Island
Doughty's Island	South Ledge
Duck Ledge	Little Bull Ledge
Duck Roack	Stover's Island
Eagle Island - (Heron Island; Sawungun)	Little Strawberry Island)
East Brown Cow	The Gosling
Elm Island East	Little Island
Elm Island West	The Sisters
Flag Island Flash Island	Little Mark Island
Flash Island	Thrumcap
Gallows Island	Little Ram Island
	Tondreau's Island
	Little Whaleboat
	Turnip Island
	Little Yarmouth Island - (The Branch)
	Two Bush Island
	Uncle Zeke Island
	Long Island North
	Upper Flag Island
	Long Island South
	Upper Goose Island
	Long Ledge North
	Whale Rock
	Long Ledge South
	Whaleboat Island
	Long Point Island
	White Bull
	Long Reach Island ?
	Whites Island
	Lower Goose Island
	Whites Point
	Mark Island
	Woodsy Island
	Mark Island Ledge Monument
	Wyer Island
	Martha's Island
	Yarmouth Island
	Mouse Island

Yellow Rock

Appendix 4 – Harbors and Coves: This list is incomplete because there are a number of more with names which have not been recorded to date.

- Mackerel Cove
- Lowell Cove B.I.
- Lowell Cove O.I.
- Garrison Cove B.I.
- Water Cove B.I.
- Orr's Bailey Yacht Club
- Reed Cove O.I.
- Dipper Cove O.I.
- Lombos Hole G.I.
- Pinkham Point
- Card Cove
- Quahog Lobster
- Dyers Cove
- Orr's Cove
- Rich Cove
- Brickyard Cove
- Mill Cove G.I.
- Diamond Cove
- Fish House Cove
- Hen Cove
- Bethel Point
- Ridley Cove

- Cundy's Harbor
- Dingley Cove
- Long Island Sound
- Upper New Meadows River
- Gurnet Strait
- Ewing Narrows
- High Head Yacht Club
- Mill Cove High Head
- Merriman Cove
- Clark Cove
- Stovers Cove
- Stovers Point
- Harpswell Harbor (Pinkham Isl. Sound)
- Potts Point TL
- Potts Point Comm.
- Ash Cove
- Tide Mill Cove
- The Basin
- Dolphin Marina
- Mitchell Field
- Edgewater Colony
- Lookout Point
- Barnes Point
- Ewing narrows
- List to be continued....

Appendix 5 – Communication Plan

Committees --

- Comprehensive Plan Committee;
 - The Harbor Management Plan is a working document which is in part was a derivative of the marine section of the Comp Plan.

- Conservation Committee;
 - Natural Resources, Open Space, Public Education
- Town Lands Committee:
 - Town Landings, Access to the shore,
- Marine Resources Committee;
 - Clam Flats, Mussel Beds, Water Pollution, reseeding and aerating clam beds. Aquaculture
- Mitchell Field Committee;
 - Pier and Boat Launch
- Planning Board;
 - Access to the shore, Aquaculture, Rental moorings for business expansions, etc.

GOAL FOR COMMUNICATION PLAN

To engage residents and waterfront users during the process of implementing the goals of the Coastal Waters Management Plan.

OBJECTIVES FOR COMMUNICATION PLAN

- Increase Awareness of the Planning Process
- Establish relationships with Key stakeholders
- Solicit input and participation to address harbor/waterfront issues

AUDIENCES

- Internal:
 - H&W Committee Members
 - Selectmen
 - Town Administrator
 - Planning Department
 - Related Committees – Town Land Committee, Conservation Commission, Recreation Committee, Marine Resources
- External:
 - Commercial Fishermen (Lobster, Shellfish, ground fish, etc)
 - Harbor Business Owners
 - Waterfront Landowners
 - Orr's Baily Yacht Club
 - Public at large

MESSAGES

- The Coastal Waters Management Plan is a working document that will need to be updated and improved over time.
- As the H&W Committee begins the process of implementing the goals outlined in the plan continued input from commercial fishermen, business owners, residents, and others will be critical to success
- The results of the planning process clearly show the importance of the harbor and marine resources throughout town.

MATERIALS AND ACTIVITIES

Through the course of implementing the goals of the plan the following materials and activities may be useful:

- *Developed List of Talking Points* – this would be a handout to be used by the H&W committee which outlines common talking points and messages regarding a specific project
- *Medial List* – Maintain an active list of media contacts and deadlines for publication
 - Harpswell Anchor Contact
 Deadline
 - Times Record Contact
 Deadline
 - Harpswell TV Contact
 Deadline
- *Press Releases* – press releases can be issued to the various media outlets to provide project overview, information on forums, and other project information
- *Website* – use the Town Website to provide a common location for materials, announcements, and contact information
- *Harpswell Bulletin* – similar use as website.

ACTIVITIES

- *Forums* – The H&W facilitate forums. These forums will focus on stakeholders from specific parts of town. They will be located closer to the harbors that will be discussed. Forums will be held within a close time frame to one another.
- *Outreach* – committee members will generate lists of stakeholders and start targeted outreach. Opportunities for informal interviews while developing inventory may exist.